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SPEC NO. ZD- 22-323		DATE				
			MCL 13,014 DTD			
CHANGE NO: 25		1	MODEL 22-21(#2) (Convair "88	0")		
THILE Specificat Hook)	ion Administrativ	e Chan	nge (Revision to Lavatory Coat			
ORIGIN Convair in	nitiated					
REASON FOR CHANGE: TO	clarify the inte	nt of t	the specification.			
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EFFECT ON GUARANTEED P	ERFORMANCE: None		A.			
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REC			REFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING. TOTAL.			
ACCEPILD			R, A DIVISION OF GENERAL DYNAMICS CORP.			
BY_						
DATE:			X to the later Ap	· · ·		

Alaska Airlines Inc. Change No. 25

Title: Specification Administrative Change (Revision to Lavatory

Coat Hook)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification.

Description of Change:

Page 87, Paragraph 3.19.2.2.3 MISCELLANEOUS LAVATORY EQUIPMENT:

Revise below item as follows:

From: "One coat hook (folding-type on lavatory door)"

To: "One coat hook"

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

CUSTOMER: ALASKA AIRLINES INC.			MCL 13,013 DTD				
TITLE: Specificat: 3.2.2.1)	lon Administrative	Chan	nge (Revision to Paragraph				
ORIGIN: Convair in	Ltiated						
REASON FOR CHANGE:	Specification cla	rific	cation.				
EFFECT (ON WEIGHT *		EFFECT ON BALANCE *				
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REC. NO.			EFFECT ON PRICE PER AIRPLANE: RECURRING: NON-RECURRING: TOTAL:				
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			0 17 41N,0,0 001217A				

Alaska Airlines Inc. Change No. 24

Title: Specification Administrative Change (Revision to Paragraph

3.2.2.1)

Origin: Convair initiated

Reason for Change: Specification clarification.

Description of Change:

Page 9, Paragraph 3.2.2.1 COLOR CODING:

Revise the paragraph as follows:

Prom: "COLOR CODING: All sections of plumbing shall be color coded and banded in accordance with Military Standards and, in addition, marking shall indicate the direction of flow and the purpose of the line. The part number of each tubing assembly shall be identified. Color bands and part number identifications shall be plastic tape in accordance with Standard AND 10375."

To: "COLOR CODING: All sections of plumbing, except engine and within fuel tanks, shall be color coded and banded. All plumbing shall indicate the direction of flow and the purpose of the line. The part number of each tubing assembly shall be identified. Color bands shall be plastic tape in accordance with Standard AND 10375."

Effect on Weight Empty: 0 Effect on Balance: 0 Effect on Performance: None

AND THE AND SERVICES AND SECURITION OF SECURITION OF SECURITIES.

SPAC NO. ZD. 27-323			DATE				
CUSTOMER Alaska Air	clines Inc.		MCL 1	3,075	_ DTD _		
CHANGE NO 23			MODEL .	22-21	(#2)	(Convair	"880
	lon of Inflatable Escape Chutes	Escap	e Chut	es in 1	ieu of	Non-	
ORIGIN Customer	request		·				
REASON FOR CHANGE A	s above						
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	OREO HT CURTY			LFFE:	CT ON BA	LANCE .	
GUAR. WT. EMPTY +60.0 lb	+103.0 lb		+80,958 INCH				LB.
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	None		<u>,</u>				
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ACCIPTED						NAMICS CORP.	
3Y							
LAH							

Alaska Airlines Inc. Change No. 23

Title:

Installation of Inflatable Escape Chutes in lieu of Non-

Inflatable Escape Chutes

Origin:

Customer requested

Reason for Change: As above

Description of Change:

Page 95, Paragraph 3.19.6.2 EVACUATION PROVISIONS:

Change the first sentence to read as follows:

"Suitable means shall be provided for assisting rapid evacuation from emergency exits including escape ropes at exits over the wing and in the pilot compartment, and inflatable escape chutes at other emergency exits.

Page A-15, APPENDIX I-C - FURNISHINGS:

Change the fifth item in the equipment list as follows:

"4* Escape Chute (Noninflatable) From:

65.0"

"4* Escape Chute (Inflatable) To:

108.0"

Effect on Weight Empty: +60.0 pounds Effect on Operating Weight Empty: +103.0 pounds

Effect on Operating Weight Empty Balance: +80,958 inch-pounds

Effect on Performance: None

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SPEC NO 20-22-323		DA	l c			
CUSTOMER. Alaska Air	lines Inc.	мс	13,012	DTD		
CHANGE NO 22		MOI	DEL 22-21	(#2)	(Con	vair "88
TITLE. Specifica cator Lig	tion Admin strativ	ve Change	e (Landin	; Gear	Pin I	ndi-
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REASON FOR CHANGE: TO	specify that subj	ect ind	icator li	thts ar	e ins	talled.
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SPECIAL PROVISIONS		EFFECT ON PRICE PER AIRPLANE. RECURRING. NON-RECURRING. TOTAL.				
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ВҮ						
DATE:						

Alaska Airlines Inc. Change No. 22

Title: Specification Administrative Change (Landing Gear Pin

Indicator Lights)

Origin: Convair initiated

Reason for Change: To specify that subject indicator lights are

installed.

Description of Change:

Page 21, Paragraph 3.8.1.5 LANDING GEAR SAFETY LOCK PINS:

Add the following to the end of the paragraph:

"Indicator warning lights shall be provided in the flight engineer's panel and shall be illuminated when the "safety lock" pins are inserted in the gear."

Effect on Weight Empty: O
Effect on Balance: O
Effect on Performance: None

2466 40 70- 35-352			DATE				
GUSTOMER Alaska Airlines Inc.			MCL 13.0	3	_DTD_	l March	1951
CHARGE NO 21			MODEL	22-21	(#2)	(Convai	r "880
Tiffie Main Tires,	Fabric Reinforce	d, Ins	stallation	of			
ORIGIN: Convair ini	tizied			d-ufurlämme tillet mare			
REASON FOR CHANGE	Product improveme	nt.					
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BY							
DATE:						4	-1/1-1

CONVAIR: SD

Title: Main Tires, Fabric Reinforced, Installation

Origin: Convair initiated

Reason for Change: Product improvement

Description of Change:

Page A-14, APPENDIX I-C, LANDING GEAR EQUIPMENT:

Revise the below item under "Description" as follows:

From: "8 Tire, Main Wheel (39 x 13) Type VII 22 Ply Rating, Skid Depth .25-inches)

U.S. Rubber"

"8 Tire, Main Wheel (39 x 13) To: (Type VII, 22-Ply Rating, Fabric-Reinforced Tread, Skid Depth .35-inch)

U.S. Rubber"

Effect on Weight Empty: +23.0 pounds

Effect on Balance: +20,194 inch-pounds Effect on Performance: None

SPEC NO. 21 22-323			DATE		
CUSTOMER Alaska A	irlines Inc.		Wat 13,074	DID 3 March	1961
CHANGE NE 20			HODEL 22-21(#2)) (Convair	"880")
TITLE Tape Repr	oducer, Installati	ion of			, 110
ORIGIN Verbal re	quest, Sindt to Ca	arothe	rs, 2 March 196	51	
REASON FOR CHANGE CI	astomer request				
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with and the same	عبانيد				

CONVAIR: SD

Title: Tape Reproducer, Installation of

Origin: Verbal request, Sindt to Carothers, 2 March 1961.

Reason for Change: Customer request.

Description of Change:

Page 71, Paragraph 3.17.1 EQUIPMENT:

Add the following item under "Description":

"Airborne Tape Reproducer"

Delete the below item under "Provisions for the following systems shall be made":

"Airborne Tape Reproducer"

Page 79, Paragraph 3.17.2.3.6 PUBLIC ADDRESS SYSTEM:

Revise the third sentence as follows:

From: "The system shall include provisions for an airborne tape reproducer located in the radio rack."

To: "The system shall include the installation of an airborne tape reproducer in the radio rack."

Page A-10, APPENDIX I-C, ELECTRONIC EQUIPMENT:

Add the following item under "P.A. SYSTEM":

"1 Airborne Tape Reproducer Gables G-825"

Effect on Weight Empty: +23.0 pounds

Effect on Balance: +6,049 inch-pounds

Effect on Performance: None

A 15 of 101 OF outline DYNAMICS EMPORATION FAIR DIT OF CALIFORNIA

SPEC NO. 20- 22-323			DATE:				
CUSTOMER. Alaska Air	lines Inc.		MCL _	13,071	DT	D 10 Febr	cuary 196
CHANGE NO 18A			MODEL	22-21(#2)	(Convair	"880")
THILE Passenger S	eating Configurat:	ion, C	hange	to			
and Alaska ary 1961 (W	est, George Sindt TWX, George Sindt UAO69) ustomer request, a	to R.	В. С	arother	s, d	ated 10 H	
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GUAR, WT. EMPTY	OPER. NT. EMPTY					No. 10	
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EFFECT ON GUARANTEED P	ERFORMANCE, *		<u> </u>				
	None						Sil
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BY:							
DATE						1. 61	

Alaska Airlines Inc. Change No. 18A

Page 1 of 5

Title: Passenger Seating Configuration, Change to

Origin: Verbal request, George Sindt to D. H. Digges on 9 February

1961; and Alaska TWX, George Sindt to R. B. Carothers,

dated 10 February 1961 (WUA069)

Reason for Change: Customer request, and revision to CCP No. 18.

Description of Change:

Page 1, Paragraph 1.1 BASIC TYPE:

Revise the second and third sentences to read as follows:

"This specification describes an interior and seating arrangement for the accommodation of 107 passengers; consisting of 95 coach passengers and 12 lounge area passengers. Provisions also are incorporated in this airplane to permit conversion to various mixed seating arrangements and to a full first class seating arrangement."

Page 3b, INTERIOR ARRANGEMENT:

Replace the above illustration with Enclosure (A) which shows an all coach seating arrangement in lieu of first class seating; with the lounge area remaining unchanged.

Page 6, Paragraph 3.1.2.2 TYPICAL LOADING SUMMARY:

Under "Manufacturer's Weight Empty (dry)", change "(Standard Configuration)" to "(Coach Configuration, with 12-Place Lounge)".

In "Fixed Useful Load", change "Life Vests (91)" to "Life Vests (114)".

In "Payload (space limit)*, delete the asterisk and change "(Standard Configuration)" to "(Coach Configuration, with 12-Place Lounge)".

Revise "Space Limit Payloads: " as follows:

From:	"Space Limit Payloads:	Standard	Coach Configuration
	Passengers @ 165 lb (84 standard)(105 alter-	Doandard	COM Igaration
	nate coach)* Baggage @ 40 lb/passenger	13,860 3,360	17,325 lb 4,200 lb
	Cargo	5,270 22,490	4,430 lb 25,955 lb

Alaska Airlines Inc. Change No. 18A

Page 2 of 5

To: "Space Limit Payloads:

Coach Configuration with 12-Place Lounge

Passengers @ 165 lb (95 coach and 12-lounge) Baggage @ 40 lb/passenger Cargo

4,280 lb 4,350 lb 26,285 lb

17,655 lb

Delete the asterisk note on the bottom of Page 6 "(*NOTE: Space limit coach arrangement of)"

Page 9, Paragraph 3.2.1 GENERAL INTERIOR ARRANGEMENTS:

Revise the first sentence as follows:

From: "The standard interior arrangement of this airplane shall be as shown on the inboard plan and profile drawing."

To: "The interior arrangement of this airplane shall be as shown on Page 3b - INTERIOR ARRANGEMENT."

Page 16, Paragraph 3.7.1.3 CREW AND PERSONNEL STATIONS:

Revise the sentence as follows:

From:
"The interior arrangement for the standard configuration shall be essentially as shown on the Inboard Profile Drawing herein."

To: "The interior arrangement shall be essentially as shown on Page 3b - INTERIOR ARRANGEMENT."

Page 63, Paragraph 3.16.8.3.4 READING LIGHTS:

Delete the second and third sentences which read as follows:

"Of the five lights provided at each passenger seat row, four shall be installed in optimum direction for the four-abreast standard seating arrangement. The fifth shall be directed toward the center coach seat location."

Delete the last seven words in the fourth sentence "(and placard to clearly indicate its function)"

Alaska Airlines Inc. Change No. 18A

Page 3 of 5

Page 79, Paragraph 3.17.2.3.7 SPEAKERS:

In the second line, delete the word "standard".

Page 82, Paragraph 3.19.1 GENERAL:

Revise the paragraph to read as follows:

"The interior shall include furnishings and equipment for 107 passengers (including 12 lounge area passengers) and crew accommodations as shown on illustration herein. In addition, the interior shall be designed to permit conversion to various mixed seating arrangements and to a full first class seating arrangement."

Page 84, Paragraph 3.19.1.1.6 PASSENGER SEATS:

Revise the paragraph to read as follows:

"The passenger seating arrangement shall be as shown on Page 3b -INTERIOR ARRANGEMENT: consisting of 19 double coach seats, 19 triple coach seats and a 12-place lounge area. All passenger seats, except lounge seats, shall have reclinable backs and shall be equipped with plug-in center arm rests in the double seats, and with plug-in arm rests in the triple seat assembly except for the inboard and outboard arm rests which shall be fixed. Stowage provisions for life vests shall be made on the underside of the passenger seats. Integral folding food trays shall be installed in the passenger seat backs excluding last row of seats and the seats immediately forward of the movable coat dividers which shall have provisions only. Plug-in food trays shall be provided for the five front row seats, the five seat places just aft of the movable coat dividers and the 12place lounge seats. Stowage for plug-in trays shall be provided. Literature pockets shall be installed on the main cabin forward partitions, the aft side of the movable coat dividers and directly below the food trays in the passenger seat backs."

Page 84, Paragraph 3.19.1.1.6.1 SEAT BACK MOVEMENT:

Revise the paragraph to read as follows:

"Each reclining seat shall be designed so that pressure applied on the aft side of the seat back will override the recline control lock without additional manual operation, and fold the seat back forward to its normal upright position. This pressure on the seat back shall not exceed 25 pounds. The seat back shall

Alaska Airlines Inc. Change No. 18A

Page 4 of 5

fold to approximately 30 degrees forward of the vertical position by applying a load of not less than 30 pounds, or more than 35 pounds, at the top of aft side of the seat back without removing the center arm rest. The seat back may be further folded to approximately a horizontal position by removing the center arm rest. Seat back positions shall be as follows:

Normal Upright: 15 degrees aft of vertical

Maximum Recline: 38 degrees aft of vertical"

Delete the note on the bottom of Page 84 which reads:

"*45 degrees seat recline restricts use of integral folding food trays."

Page 89, Paragraph 3.19.3.1 GENERAL ARRANGEMENT:

In the first line, delete the word "standard".

Page 89, Paragraph 3.19.3.1.1 PASSENGER COMPARTMENT:

Revise the first sentence as follows:

From: "The main passenger compartment aisle shall be a minimum of 24 inches wide between arm rests in the standard configuration."

To: "The main passenger compartment aisle width shall be approximately 19 inches between arm rests in the coach configuration."

Page 91, Paragraph 3.19.3.6 HAT RACKS:

In the last line, change "Standard" to "Coach".

Page 94a, GASEOUS OXYGEN SYSTEM:

Above illustration will be revised to show 23 seat rows in lieu of 22."

Page A-2, APPENDIX I-B, CUSTOMER FURNISHED - CUSTOMER INSTALLED:

Revise the below item under "Description" as follows:

Alaska Airlines Inc. Change No. 18A

Page 5 of 5

"91 Life Vest From:

159.0"

"114 Life Vest To:

200.0"

Page A-15, APPENDIX I-C, FURNISHINGS:

Revise the below items under "Description" as follows:

From:

- Seats, Double (First Class)
- 68 Tray, Integral Folding Food Tray, Plug-in Type

20

Belt, Passenger Safety"

To:

- "16 Double Seat Assemblies, R.H. Teco Inc.
 Teco Inc. TE-801-T-2-44
 - Triple Seat Assemblies, L.H. 16 TE-801-T-3-64 Triple Seat Assemblies, L.H. Teco Inc.
 - TE-801-T-3-64B Special
 - Double Seat Assemblies, R.H. Teco Inc. TE-801-T-2-44B Special
 - 1 Triple Seat Assembly, L.H. Teco Inc. TE-801-TC-3-64 Special
 - Double Seat Assembly, R.H. Teco Inc. TE-801-TC-2-44 Special
 - 85 Trays, Integral Folding Food

22 Trays, Plug-in Type

Belts, Passenger Safety" 107

Add the following item to the "Description List":

"19 Removable Plug-in Tables

Teco Inc. 6574"

Enclosure: (A) One copy Page 3b - INTERIOR ARRANGEMENT (Revised)

Effect on Weight Empty:

+744.0 pounds

Effect on Weight Empty Balance:

+655,602 inch-pounds

Effect on Operating Weight Empty: +785.0 pounds
Effect on Operating Weight Empty Balance: +691,518 inch-pounds

Effect on Operating Weight Empty:

Effect on Performance: None

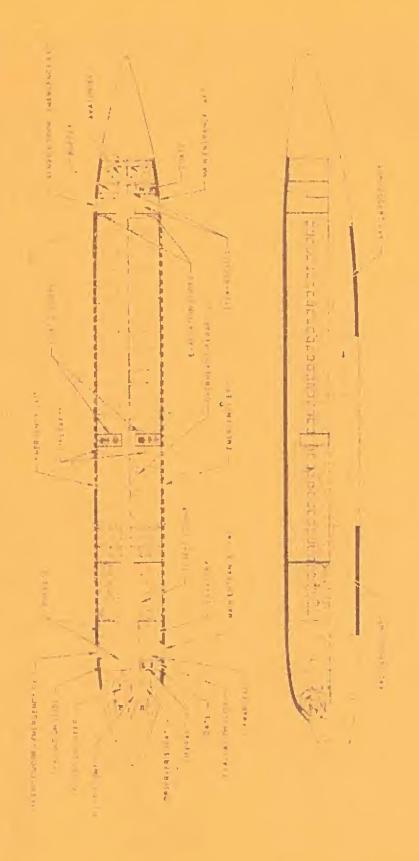
The following shall not appear in the specification language:

The installation of the coach seats as covered by this proposal will be at 36-inch spacing, except that the five seat rows immediately aft of movable coat dividers will be at 35-inch spacing.

A "Babe in Arms" placard will be installed on the forward left hand partition.

Total weight of complete seats (including seat belts), 19 triple coach seats and 19 double coach seats, must not exceed 3,002 pounds. If actual weight exceeds this weight, the difference shall be Customer responsibility.

igi S



INTERIOR ARRANGEMENT
95 COACH PASSENGERS
17 PLACE LOUNGE AREA

ALASKA

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-323		DATE:					
CUSTOMER: Alaska Airlines Inc.			MCL 13,011 DTD				
CHANGE NO: 17			MODEL: 22-21	(#2)	(Conv	air "880	
TITLE: Specificat: Improvement	ion Administrative t Changes)	e Chan	ge (Miscella	meous	Desig	n -	
ORIGIN: Convair in	1tiated					-	
REASON FOR CHANGE:	Product improvemen	at					
EFFECT	ON WEIGHT *		EFF	ECT ON	BALANCI	E *	
GUAR. WT. EMPTY	OPER. WT. EMPTY						
0	0			0		INCH LB.	
EFFECT ON GUARANTEED P	ERFORMANCE: * None		-			Þ	
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BY:	-						
DATE:					CONV	AIR,5.D, 6-1217	

Alaska Airlines, Inc. Change No. 17

Page 1 of 2

Title:

Specification Administrative Change (Miscellaneous Design

Improvement Changes)

Origin:

Convair initiated

Reason for Change: Product improvement

Description of Change:

Page 3a, GENERAL ARRANGEMENT:

Replace above illustration in the specification with Enclosure (A) which shows Krueger Flap installation between inboard pylon and fuselage, and trailing edge inboard flap extension.

Page 25, Paragraph 3.10.1.3 RUDDER SYSTEML

Insert the following sentence after the third sentence:

"In addition a hydraulically-operated servo unit powered from one hydraulic system shall be installed in the pedal linkage, in the nose wheel well, to reduce rudder pedal forces.

Page 26, Paragraph 3.10.2.1 LIFT AND DRAG INCREASING DEVICE SYSTEMS:

Delete the paragraph and substitute the following:

"LIFT AND DRAG INCREASING DEVICE SYSTEMS: The trailing edge flaps and leading edge slats and flaps shall be operated by hydraulic power controlled by a single lever on the pilot's pedestal. The leading edge slats and flaps shall be operated through torque tubes from a gear box which is powered by two hydraulic motors, one motor connected to each hydraulic system. The trailing edge flaps shall be operated through torque tubes from a gear box which is powered by either of two motors, one motor connected to each hydraulic system. By means of "no-back" type devices incorporated in the screw jacks, each control system shall be irreversible to prevent flap motion from airload. Full trailing edge flap deflection and leading edge slat and flap extension shall be obtainable from either hydraulic system. A monitoring system shall be provided to preclaim asymmetrical positioning of the trailing edge flap in the event of mechanical failure. A pair of lights, one amber and one green, shall be installed on the center instrument panel for each right and left hand set of leading edge devices (slats and flaps). Lights shall illuminate "green" when the devices have fully extended and shall illuminate "amber" while the devices are in transit.

Alaska Airlines, Inc. Change No. 17

Page 2 of 2

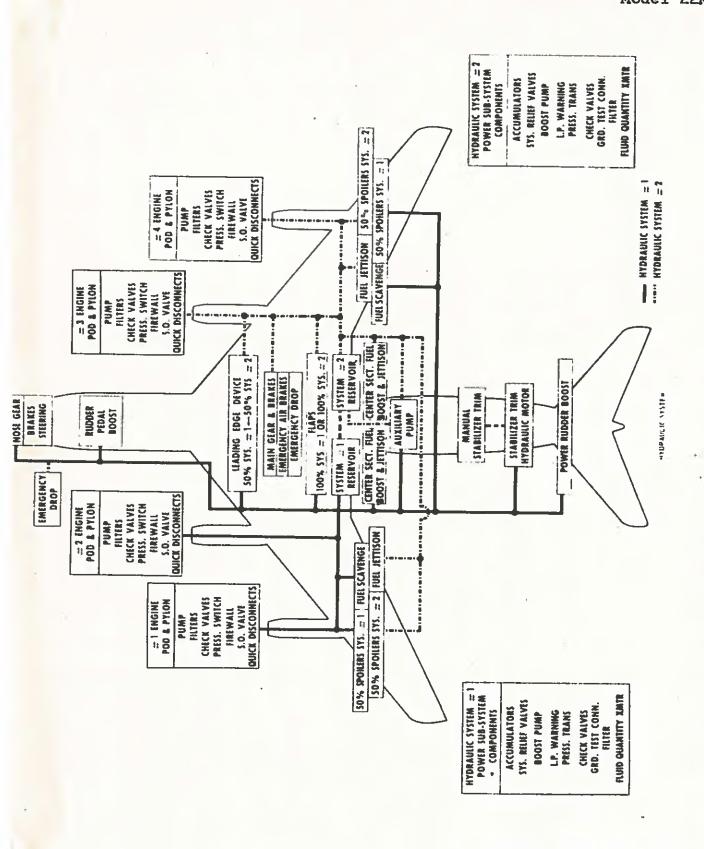
Page 50a, HYDRAULIC SYSTEM:

Replace the above illustration in the specification with Enclosure (B) which shows 100 percent flap power available from either No. 1 or No. 2 Systems, rudder pedal boost and deletes "TEMP. CONTROL" callout.

Enclosure: (A) One copy Page 3a - GENERAL ARRANGEMENT (Revised)

Enclosure: (B) One copy Page 50a - HYDRAULIC SYSTEM (Revised)

Rffect on Weight Empty: 0 Rffect on Balance: 0 Rffect on Performance: None



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SPEC NO. 70-27-323	Annapara en en en entrete en entrete de la compansión de	DATI				
CUNICHER Alaska Air	lines Inc.	HEL	13,010	DT	D	
CHANGE NO 16		MOD	L.22-21	(#2)	(Conv	air "880")
	etion Administration in Movement)	ve Chang	e (hevi	sion t	o Pass	enger
Owner Convair	in_tiated					
	nake specification ack positioning capa			e with	n actua	l seat
FV FEC 17	N WEIGHT .		EF	FECT ON	BALANC	E •
SUM. WE EMPTY	OFFR. WT. EMPTY					
Ü	0			0		INCH LB.
EFFECT ON THARANTEED F	PERFORMANCE . None					
TOTALS RESIDENTED IN STANDARD OF THIS CH	L BE ACCUMULATED AND FUTURE CHANGE PROPOSA ANGE IS DEPENDENT UPON THE FOLLOWING CHANGES:		Jan		A 416	
LATEST DATE OF ACCEPTA	NCE /	AIRPLANES	AFFECTE	D.		
SP _IN PERVISIONS	4	FFECT ON ECURRING NON-RECUR	:		and the state of t	
ACCEPTEL	(CONVAIR, A	D VISION O	- LENERA	LETYNAMIC	S (ORP.
67						

CONVAIR: ED Alaska Airlines Inc. Change No. 16

Title: Specification Administrative Change (Revision to Passenger

Seat Back Movement)

Origin: Convair initiated

Reason for Change: To make specification language agree with actual

seat back positioning capability.

Description of Change:

Page 84, Paragraph 3.19.1.1.6.1 SEAT BACK MOVEMENT:

Revise the paragraph to read as follows:

"Each reclining seat shall be designed so that pressure applied on the aft side of the seat back will override the recline control lock without additional manual operation, and fold the seat back forward to its normal upright position. This pressure on the seat back shall not exceed 25 pounds. The seat back shall fold to approximately 30 degrees forward of the vertical position by applying a load of not less than 30 pounds, or more than 35 pounds, at the top of aft side of the seat back without removing the center arm rest. The seat back may be further folded to approximately a horizontal position by removing the center arm rest. Seat back positions shall be as follows:

15 degrees aft of vertical Normal Upright:

Normal Recline: 38 degrees aft of vertical (With integral

folding food trays installed)

Maximum Recline: 45 degrees aft of vertical (With integral

folding food trays not installed)

Delete the note on the bottom of Page 84 which reads:

"*45 degrees seat recline restricts use of integral folding food trays.

Effect on Weight Empty: O Effect on Balance: Effect on Performance: None



A DIFISION OF GENERAL DYNAMICS CORPORATION | SAN DIEGO, CALIFORN A

SPEC NO. ZD- 22-323		DATE:					
CUSTOMER: Alaska Airlines Inc.			MCL 13,009 DTD				
CHANGE NO: 14			MODEL: 22-21(#2) (Convair "880")				
TITLE: Specification 3.10.1.5.1 a		Change	e (Revision to Paragraphs				
ORIGIN. Convair init	:iated	•					
REASON FOR CHANGE: To	clarify the inte	nt of	subject paragraphs				
FFFECT	ON WEIGHT *		EFFECT ON BALANCE *				
GUAR. WT. EMPTY	OPER. WT. EMPTY						
0	0		O INCH LB.				
EFFECT ON GUARANTEED F	PERFORMANCE: * None						
* NEGLIGIBLE CHANGES WIL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CH. PRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPO	SAL N	ALLOW DICI, ENGINEERING APPROVAL				
LATEST DATE OF ACCEPTA	NCE:	AIRPLA	ANES AFFECTED:				
SPECIAL PROVISIONS:			EFFECT ON PRICE PER AIRPLANE RECURRING: NON-RECURRING: TOTAL:				
ACCEPTED:			IR, A DIVISION OF GENERAL DYNAMICS CORP.				
BY:							
DATE:			Pivati, - octatiA				

CONVAIR: SD

Title: Specification Administrative Change (Revision to Paragraphs

3.10.1.5.1 and 3.11.8)

Origin: Convair initiated

Reason for Change: To clarify the intent of subject paragraphs.

Description of Change:

Page 26, Paragraph 3.10.1.5.1 - STABILIZER TRIM CONTROL:

Delete the last two sentences and substitute the following

"A switch, guarded in the on position, shall be installed on the pedestal to shut off all hydraulic power to the stabilizer screw jack. A three-position momentary switch shall be installed on the pedestal which, after the hydraulic shutoff switch is moved to "OFF", operates the standby electrical-mechanical stabilizer trim control. In addition, hand cranks shall be installed on the pedestal for emergency manual stabilizer trim control".

Page 28, Paragraph 3.11.8 - INSPECTION AND MAINTENANCE:

Delete the last sentence and substitute the following:

"Each engine QEC (quick engine change build-up) shall be interchangeable and replaceable as a complete assembly, except for reverser cascades, and certain accessories which may not be required on individual installations".

Effect on Weight Empty: 0 Effect on Balance: 0 Effect on Performance: None

AUTA DIND KIRKEY LAUR AUTON AT

SPEC NO. 31- 22-323			DATE:					
CUSTOMER Alaska Airlines Inc.			MCL 13,069 DTD 20 January 196					
CHANGE NO 15			MODEL. 22-21(#2) Convair "880")					
THE Mavigator	's Station, Provi	sions	and Loose Equipment for					
Alnaka Ai on 6 Janu		uest ((Sindt to Carothers)					
REASON FOR C. ANGE	Customer request							
FFFECT	ON ₩EIGHT *		EFFECT ON BALANCE *					
410.0 lbs.			+2,942 INCH LB.					
FRECTION GUARANTEED F	None		m.Le.					
NEGLIGIPLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CHA PRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPO ANGE IS DEPENDENT UPO	SAL	Attacky 3/3/61 ENGINEERING APPROVAL					
LATEST DATE OF ACCEPTA	NCF:	AIRPLA	ANES AFFECTED:					
SFECIAL PROVISIONS:			OT ON PRICE PER AIRPLANE: RRING: ECURRING:					
ALCEPTE		CONVAL	AIR, A DIVISION OF GENERAL DYNAMICS CORP.					
17-								
CATE -			7809401 B 4410					

Page 1 of 4

Title: Navigator's Station, Provisions and Loose Equipment for

Origin: Alaska Airlines verbal request (Sindt to Carothers)

on 6 January 1961.

Reason for Change: Customer request

Description of Change:

Page 16, Paragraph 3.7.1.3.1 - PILOT COMPARTMENT:

Add the following sentence to the end of paragraph:

"The observer's seat shall be interchangeable with a navigator's seat. (See Paragraph 3.19.1.1.3.1)

Page 72, Paragraph 3.17.1.1 - CONTROL PANELS:

Add the following items to the "Control Panel" Description List:

"*Audio Selector (1), Navigator Station
*Microphone Selector (1), Navigator Station".

Add the following to the bottom of Page 72:

"# Loose equipment"

Page 78, Paragraph 3.17.2.3.1 - AUDIO SELECTOR:

Add the following sentence, after the third sentence:

"In addition, an audio selector panel shall be provided as loose equipment for use at navigator station, when that station is installed".

Add the following sentence to the end of the paragraph:

"Microphone and headset jacks and necessary connectors shall be provided as a part of the harnesses for use at navigator station, when that station is installed".

Page 79, Paragraph 3.17.2.3.5 - SMOKE AND OXYGEN MASK AND MICROPHONE:

Add the following sentence after the first sentence:

"An oxygen mask with microphone shall be provided as loose equipment for use at navigator station, when that station is installed".

Page 2 of 4

Page 83, Add the following new paragraph to the page after Paragraph 3.19.1.1.3:

- 3.19.1.1.3.1 NAVIGATOR'S STATION (PROVISIONS): A navigator's seat, designed to be interchangeable with the observer's seat, shall be furnished as loose equipment. The following additional equipment shall be provided as loose equipment for alternate installation of a navigator station in lieu of an observer station:
 - a. Table, with light and stowage provisions for oxygen mask, and smoke mask
 - b. Safety belt

In addition, a navigator's console shall be installed for mounting the following items which shall be provided as loose equipment:

- Oxygen mask and regulator
- (2) Audio selector panel
- 3) Microphone and headset
- Microphone select panel Lighting control panel
- Page 94, Paragraph 3.19.5.4 INDIVIDUAL OUTLETS:

Add the following sentence after the first sentence:

Provisions shall be made in the crew oxygen system for a navigator oxygen outlet, which shall be blanked off when not in use".

Page 94a, GASEOUS OXYGEN SYSTEM:

Replace above illustration in the specification with Enclosure (A) which shows provisions for a navigator mask and regulator.

Page A-10, APPENDIX I-C, ELECTRONIC EQUIPMENT:

Add the following items under "INTERPHONE SYSTEM (FLIGHT):

"*1 Microphone (Nav.) #1 Headphone (Nav.)

Telephonics Telex

RS-38E

Page 3 of 4

Add the following to the bottom of Page A-10:

"#Loose Equipment"

Page A-11, APPENDIX I-C, ELECTRONIC EQUIPMENT:

Add the following item under "Control Panels":

"* 1 Audio Selector Panel (Nav.)

Gables G-551

Add the following to the bottom of Page A-11:

"=Loose Equipment"

Page A-15, APPENDIX I-C, FURNISHINGS:

Add the following items under "Description":

Table, with Light (Nav.)

**1 Seat, with Safety Belt (Nav.)
**1 Lighting Control Panel (Nav.)"

Add the following to the bottom of Page A-15:

"##Loose Equipment"

Page A-16, APPENDIX I-C, OCYGEN EQUIPMENT:

Add the following items under "Description""

日务委員 Regulator (crew diluter demand-type) (Nav.)

表示 Supplemental Oxygen Mask (Nav.) Smoke Mask (Nav.)

Scott Scott"

Type A-14

Add the following to the bottom of Page A-16:

"##Loose Equipment"

Enclosure: (A) One copy Page 94a - GASEOUS OXYGEN SYSTEM (Revised)

Effect on Weight Empty: +10.0 lbs.

Effect on Balance: +2,942 in. 1bs.

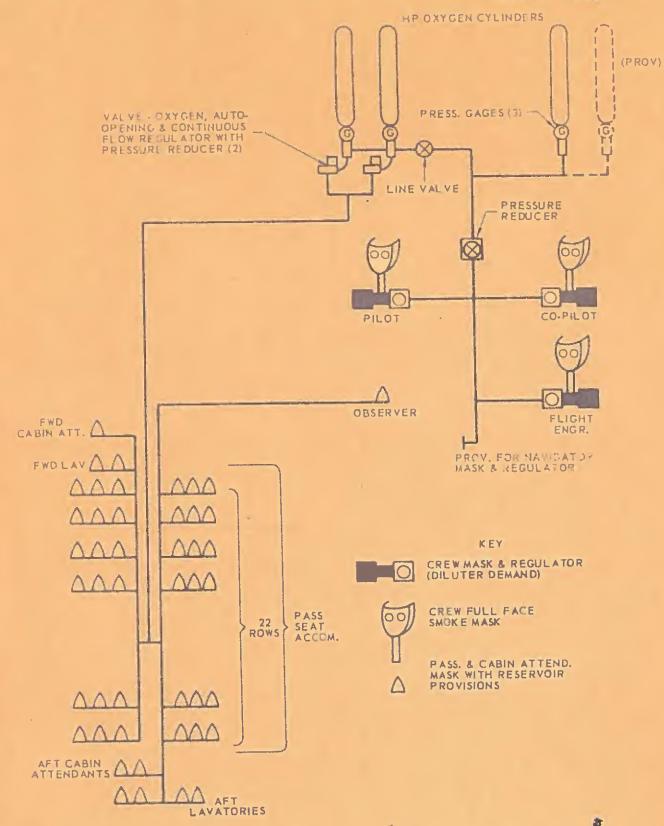
Effect on Performance: None

Alaska Airlines Inc. Change No. 15

Page 4 of 4

The following shall not appear in the specification language:

The loose equipment items defined in this proposal are provided for installation at Customer option, therefore are not included in either Weight Empty or Operating Weight Empty tabulation.



A DIVISION OF GENERAL DYNAMICS CORPORATION SAVINEGO, CALIFORNIA

SPEC NO. ZD- 22-323			DATE:			
CUSTOMER: Alaska Airlines Inc.			MCL 13.068 DTD 6 January 196			
CHANGE NO: 13			MODEL: 22-21(#2) (Convair "880")			
TITLE: Periscopic S	extant Provisions	, Wit	h Mount, Inst	callation	of	
ORIGIN: Verbal reque of Convair	est by Mr. Sindt on 6 January 1961.	f Ala	ska Airlines	to Mr. Ca	rothers	
REASON FOR CHANGE	Customer request					
EFFECT ON WEIGHT			EFFECT ON BALANCE *			
GUAR, WT. EMPTY	OPER. WT. EMPTY					
+10.0 lbs.	+10.0 lbs.		+2	2,891	INCH LB.	
EFFECT ON GUARANTEED P	PERFORMANCE: * None					
NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:			Adduted 1616, ENGINEERING APPROVAL			
LATEST DATE OF ACCEPTANCE:		AIRPL	ANES AFFECTED:			
SPECIAL PROVISIONS		RECURRING: NON-RECURRING: TOTAL:				
ACCEPTED:		CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.				
ВҮ						
DATE:						

Title: Periscopic Sextant Provisions, With Mount; Installation of

Origin: Verbal request by Mr. Sindt of Alaska Airlines to Mr. Carothers of Convair on 6 January 1961.

Reason for Change: Customer request

Description of Change:

Page 45, Add the following new paragraph to the page, after Paragraph 3.14.2.

3.14.2.1 PERISCOPIC SEXTANT (Provisions Only): Provisions shall be made for the later installation of a periscopic sextant in the pilot's compartment. The provisions shall include the installation of a periscopic sextant mount in the top of the fuselage aft of the pilot's overhead panel, installation of overhead trim, lighting and overhead bumpers in the sextant mount area".

Page A-4, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Add the following item under "FLIGHT INSTRUMENTS"

"1 Mount, Periscopic Sextant

Kollsman 1287M-01"

Effect on Weight Empty: +10.0 lbs. Rffect on Balance: +2.891 in 1bs. Effect on Performance: None

A HISION OF GENERAL DYNAMICS COMPORATION SAN DIE .D. CALIFORNIA

SPEC NO. ZD- 22-323			DATE:			
CUSTOMER: Alaska Airlines Inc.			MCL 13,008 DTD			
CHANGE NO: 12			MODEL: 22-21(#2) (Convair "8	80")		
TITLE: Specificati 3.17.1.7.1)		Chan	nge (Revision to Paragraph			
ORIGIN. Convair init		+ of	Paragraph 3.17.1.7.1.			
10	CHARLITY ONE INCEN		raragraph 2.1(.1.1.1.			
	N WEIGHT		EFFECT ON BALANCE *			
GUAR, WT. EMPTY	OPER. WT. EMPTY O		O INCH L	В.		
EFFECT ON GUARANTEED P	ERFORMANCE: * None					
NEGLIGIBLE CHANGES WIL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CHAPRIOR ACCEPTANCE OF TI	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPO	SAL N	Attacy 7/1, ENGINEERING APPROVAL			
LATEST DATE OF ACCEPTA	NCE:	AIRPL	LANES AFFECTED:			
SPECIAL PROVISIONS;	**************************************	RECUR NON-RI TOTAL	CT ON PRICE PER AIRPLANE: IRRING RECURRING			
ACCEPTED: BY: DATE:			AIR, A DIVISION OF GENERAL DYNAMICS CORP.	J A		

Alaska Airlines Inc. Change No. 12

Title: Specification Administrative Change (Revision to Paragraph

3.17.1.7.1)

Origin: Convair initiated

Reason for Change: To clarify the intent of Paragraph 3.17.1.7.1.

Description of Change:

Page 76, Paragraph 3.17.1.7.1 POWER CONTROLS:

Delete the paragraph and substitute the following:

"3.17.1.7.1 POWER CONTROLS: One "NORMAL" and one "ESSENTIAL switch located accessible to both pilots, shall control the ac and dc power to the radio equipment. The "NORMAL" switch shall control the weather radar, the marker beacon, selective call systems No. 1 and No. 2, glide slope No. 2, navigation instrument transformer No. 2, VHF navigation No. 2, radio compass No. 2, VHF communication receiver No. 2, VHF communication transmitter No. 2, HF communication No. 2, DMET No. 1 and No. 2, if installed, and ATC transponder No. 1 and No. 2, if installed. The "ESSENTIAL" switch shall control the VHF communication receiver No. 1, VHF communication transmitter No. 1, VHF navigation No. 1, glide slope No. 1, Radio compass No. 1, navigation instrument transformer No. 1, and HF communication No. 1. The emergency dc bus, through suitable circuit breakers, shall power the audio selector panels, the public address amplifier, the interphone, the pilot compartment speaker, the flight data recorder, and the tape reproducer, if installed. All No. 1 normal radio equipment shall be supplied by a separate ac and dc line. All No. 2 normal radio equipment shall be supplied by a second separate ac and dc line. Protection shall be provided for each line. The power supply, feeder wires, circuit protection for equipment which back up each other functionally shall be separated in a manner that will preclude operation failure of both if any one circuit protective device feeder wire or power supply fails. Illumination shall be provided for the circuit breakers.

Effect on Weight Empty: 0 Effect on Balance: 0 Effect on Performance: None

A 100-100 OF SENERAL DYNAMICS OFFORAT IN SAN UIL TO CALIFORNIA

SPEC NO.: ZD- 22-323		DATE:					
CUSTOMER Alaska Airlines Inc.			MCL 13,007 DTD				
CHANGE NO 11	-		MODEL: 22-21(#2)	(Convair "880"			
TITLE Specificat Landing Ge	ion Administrative ar Tail Skid)	e Char	nge (Revision to A	uxiliary			
ORIGIN Convair in	itiated						
REASON FOR CHANGE P	roduct improvemen	t					
EFFECT	ON WEIGHT *		EFFECT ON I	BALANCE *			
GUAR, WT. EMPTY	OPER. WT. EMPTY						
0	0		0	INCH LB.			
EFFECT ON GUARANTEED F	ERFORMANCE. • None	е					
* NEGLIGIBLE CHANGES WIL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CHAPRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPO ANGE IS DEPENDENT UPO	SAL	Attenting	1/26/61 ERING APPROVAL			
LATEST DATE OF ACCEPTA	NCE:	AIRPL	ANES AFFECTED:				
SPECIAL PROVISIONS:		RECUR NON-RI	T ON PRICE PER AIRPLAN RING: ECURRING:				
ACCEPTED:		CONVA	IR, A DIVISION OF GENERAL	DYNAMICS CORP.			
BY:							
DATÉ:				550((a)),, (a))11A			

Alaska Airlines Inc. Change No. 11

Title: Specification Administrative Change (Revision to Auxiliary

Landing Gear, Tail Skid)

Origin: Convair initiated

Reason for Change: Product improvement

Description of Change:

Page 23, Paragraph 3.8.3 AUXILIARY LANDING GEAR (TAIL SKID):

Change the first line in the paragraph to read as follows:

From: "A retractable skid or"

To: "A skid or"

Effect on Weight Empty: 0 Effect on Balance: 0 Effect on Performance: 0

2 VISING OF SECENAL DYNAMICS CONTINUES OF SALOUS AND CALIFORNIA

SPEC NO.: ZD- 22-323		DATE				
CUSTOMER: Alaska Air	clines Inc.	MCL 1	3,062	TD 18	October	196
CHANGE NO. 9		MODEL	22-21 (#:	2) (Co	nvair "	380
TITLE Flight Data	a Recorder, Change	to Vendor	of			
ORIGIN Alaska Airi October 196	lines Letter (SINI	OT to CARCT	HERS) dated	i 14		
REASON FOR CHANGE	Customer request					
EFFECTO	ON WEIGHT .		EFFECT	ON BALAN	ICE *	
GUAR, WT. EMPTY	OPER. WT. EMPTY					
Negligible	Negligible		Negligible	9	INCH LI	В.
EFFECT ON GUARANTEED P			Milliand Commission of the second state of the			
	None					
* NEGLIGIBLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CHA	FUTURE CHANGE PROPOS	SAL	n.L.	Cl	ayton	
PRIOR ACCEPTANCE OF T						
The state of the s			ENGI	NEERING.	APPROVAL	
LATEST DATE OF ACCEPTA	NCE:	AIRPLANES A	FFECTED:		The Date of the Control of the Contr	
SPECIAL PROVISIONS:		EFFECT ON P	RICE PER AIRPI	LANE:		
		NON-RECURRI	NG:			
ACCEPTED		CONVAIR, A DI	VISION OF GENER	AL DYN AM	ICS CORP.	
ВҮ						
DATE						

Alaska Airlines Inc. Change No. 9

CONVAIR: SD

Title: Flight Data Recorder, Change to Vendor of

Origin: Alaska Airlines Letter (SINDT to CAROTHERS) dated 14

October 1960

R ason for Change: Customer request

Description of Change:

Page 48, Paragraph 3.14.4 FLIGHT DATA RECORDER:

Revise the first sentence as follows:

From: "A Waste King No. 5424 flight data recording system conforming to ARINC Characteristic No. 542 shall be installed."

To: "A United Data Control No. F-542L flight data recorder system, conforming to ARINC Characteristic No. 542, shall be installed."

Page A-4, INSTRUMENTS AND RELATED EQUIPMENT:

Revise the below items under "FLIGHT RECORDER" as follows:

From:	"1	Flight Data Recorder consisting of:	Waste King	5424
		l Encoder (Trip and Data) l Magazine l Recording Unit l Acceleration Sensor	Waste King Waste King Waste King Waste King	10110 5427 100 22 5690"
To:	"1	Flight Data Recorder System, consisting of: 1 Recording Unit 1 Acceleration Sensor 1 Encoder	United Data Control	F-542L"

Effect on Weight Empty: Negligible Effect on Balance: Negligible

Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 22-323			DATE:			
CUSTOMER: Alaska Air	lines Inc.		MCL 13,064	DTD 28	1sed November 1960	
CHANGE NO: 8			MODEL: 22-21	(#2) (Co	nvair "880")	
TITLE: Passenge:	r Seats, Main Cab	in, Ch	nange to	- 11-		
ORIGIN: Alaska A: 3 November	irlines Letter (Ger 1960	. SINI	OT to R. B. CAF	ROTHERS)	dated	
REASON FOR CHANGE:	Customer request					
			•			
EFFECT	N WEIGHT *		EFFECT	T ON BALANC	E *	
GUAR. WT. EMPTY	OPER, WT, EMPTY					
+390.0 1b	+429.0 lb		+327,773		INCH LB.	
EFFECT ON GUARANTEED P	ERFORMANCE: * None					
* NEGLIGIBLE CHANGES WIL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CHA PRIOR ACCEPTANCE OF THE	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPO	SAL	Attend	GINEERING A	PPROVAL	
LATEST DATE OF ACCEPTA	NCE:	AIRPL	ANES AFFECTED:			
REC NON			FFECT ON PRICE PER AIRPLANE: ECURRING: DN-RECURRING: DTAL:			
ACCEPTED:		20	IR, A DIVISION OF GENI	ERAL DYNAMIC	ES CORP.	
DATE:				1991	/AIR, 5, D. 6-1217 A	

Alaska Airlines Inc. Change No. 8

Page 1 of 5

Title: Passenger Seats, Main Cabin, Change to

Origin: Alaska Airlines Letter (G. SINDT to R. B. CAROTHERS) dated

3 November 1960.

Reason for Change: Customer request.

Description of Change:

Page 1, Paragraph 1.1 BASIC TYPE:

Revise the second and third sentences to read as follows:

"This specification describes an interior and seating arrangement for the accommodation of 106 passengers; consisting of 94 coach passengers and 12 lounge area passengers. Provisions also are incorporated in this airplane to permit conversion to various mixed seating arrangements and to a full first class seating arrangement."

Page 3b, INTERIOR ARRANGEMENT:

Above illustration will be revised to show an all coach seating arrangement in lieu of first class seating; with the lounge area remaining unchanged.

Page 6, Paragraph 3.1.2.2 TYPICAL LOADING SUMMARY:

Under "Manufacturer's Weight Empty (dry)", change "(Standard Configuration)" to "(Coach Configuration, with 12-Place Lounge)".

In "Fixed Useful Load", change "Life Vests (91)" to "Life Vests (113)".

In "Payload (space limit)*, delete the asterisk and change "(Stand-ard Configuration)" to "(Coach Configuration, with 12-Place Lounge)".

Revise "Space Limit Payloads: " as follows:

From:	"Space Limit Payloads: Passengers @ 165 lb (84 standard) (105 alter-	Standard	Coach Configuration
	nate coach)* Baggage @ 40 lb/passenger Cargo	13,860 3,360 5,270 22,490	17,325 1b 4,200 1b 4,430 1b 25,955 1b"

Alaska Airlines Inc. Change No. 8

Page 2 of 5

To: "Space Limit Payloads:

Coach Configuration with 12-Place Lounge

Passengers @ 165 lb (94 coach and 12-lounge)
Baggage @ 40 lb/passenger
Cargo

4,240 1b 4,390 1b 26,120 1b

17,490 1b

Delete the asterisk note on the bottom of Page 6 "(*NOTE: Space limit coach arrangement of)"

Page 9, Paragraph 3.2.1 GENERAL INTERIOR ARRANGEMENTS:

Revise the first sentence as follows:

From: "The standard interior arrangement of this airplane shall be as shown on the inboard plan and profile drawing."

To: "The interior arrangement of this airplane shall be as shown on Page 3b - INTERIOR ARRANGEMENT."

Page 16, Paragraph 3.7.1.3 CREW AND PERSONNEL STATIONS:

Revise the sentence as follows:

From: "The interior arrangement for the standard configuration shall be essentially as shown on the Inboard Profile Drawing herein."

To: "The interior arrangement shall be essentially as shown on Page 3b - INTERIOR ARRANGEMENT."

Page 63, Paragraph 3.16.8.3.4 READING LIGHTS:

Delete the second and third sentences which read as follows:

"Of the five lights provided at each passenger seat row, four shall be instaled in optimum direction for the four abreast standard seating arrangement. The fifth shall be directed toward the center coach seat location."

Delete the last seven words in the fourth sentence "(and placard to clearly indicate its function)"

Alaska Airlines Inc. Change No. 8

Page 3 of 5

Page 79, Paragraph 3.17.2.3.7 SPEAKERS:

In the second line, delete the word "standard".

Page 83, Paragraph 3.19.1 GENERAL:

Revise the paragraph to read as follows:

"The interior shall include furnishings and equipment for 106 passengers (including 12 lounge area passengers) and crew accommodations as shown on illustration herein. In addition, the interior shall be designed to permit conversion to various mixed seating arrangements and to a full first class seating arrangement."

Page 84, Paragraph 3.19.1.1.6 PASSENGER SEATS:

Revise the paragraph to read as follows:

"The passenger seating arrangement shall be as shown on Page 3b -INTERIOR ARRANGEMENT; consisting of 20 double coach seats, 18 triple coach seats and a 12-place lounge area. All passenger seats, except lounge seats, shall have reclinable backs and shall be equipped with plug-in center arm rests in the double seats, and with plug-in arm rests in the triple seat assembly except for the inboard and outboard arm rests which shall be fixed. Stowage provisions for life vests shall be made on the underside of the passenger seats. Space, approximately 10 x 15 x 24 inches shall be provided under each seat in the main cabin for passenger package stow-Integral folding food trays shall be installed in the passenger seat backs excluding last row of seats and the seats immediately forward of the movable coat dividers which shall have provisions only and including cover panels for the food tray wells. Plug-in type food trays shall be provided for the five front row seats, the five seat places just aft of the movable coat dividers and the 12place lounge seats. Stowage for plug-in trays shall be provided in the movable coat dividers. Literature pockets shall be installed on the main cabin forward partitions, the aft side of the movable coat dividers and directly below the food trays in the passenger seat backs."

Page 84, Paragraph 3.19.1.1.6.1 SEAT BACK MOVEMENT:

Revise the two bottom lines as follows:

From: "Normal Vertical: 12 degrees aft of vertical

Recline: 38 and *45 degrees aft of vertical"

Alaska Airlines Inc. Change No. 8

Page 4 of 5

To: "Normal Vertical: 15 degrees aft of vertical

Recline: 23 and 38 degrees aft of vertical"

Delete the note on bottom of Page 84 "(*45 degrees seat recline restricts)"

Page 89, Paragraph 3.19.3.1 GENERAL ARRANGEMENT:

In the first line, delete the word "standard".

Page 89, Paragraph 3.19.3.1.1 PASSENGER COMPARTMENT:

Revise the first sentence as follows:

From: "The main passenger compartment aisle shall be a minimum of 24 inches wide between arm rests in the standard configuration."

To: "The main passenger compartment aisle width shall be approximately 19 inches between arm rests in the coach configuration."

Page 91, Paragraph 3.19.3.6 HAT RACKS:

In the last line, change "Standard" to "Coach".

Page 94a, GASEOUS OXYGEN SYSTEM:

Above illustration will be revised to show 23 seat rows in lieu of 22."

Page A-2, APPENDIX I-B, CUSTOMER FURNISHED - CUSTOMER INSTALLED:

Revise the below item under "Description" as follows:

From: "91 Life Vest 159.0"

<u>To:</u> "113 Life Vest 198.0"

Page A-15, APPENDIX I-C, FURNISHINGS:

Revise the below items under "Description" as follows:

Alaska Airlines Inc. Change No. 8

Page 5 of 5

"36 Seats, Double (First Class) From:

Tray, Integral Folding Food

Tray, Plug-in Type 20

84 Belt, Passenger Safety"

"18 Seats, Triple, Coach, L.H. To:

19 Seats, Double, Coach, R.H.

l Seat, Double, Coach, L.H. 84 Trays, Integral Folding Food

22 Trays, Plug-in Type 106 Belts, Passenger Safety"

Effect on Operating Weight Empty: +429.0 pounds Effect on Weight Empty: +390.0 pounds Effect on Balance: +327,773 inch-pounds Effect on Performance:

The following shall not appear in the specification language:

The installation of the coach seats as covered by this proposal will be at 36-inch spacing.

None

A "Babe in Arms" placard will be installed on the forward left hand partition.

A DITE IN OF GENERAL DYNAMICS CORPORATION SANTILEO, ARTEORINA

SPEC NO.: ZD- 22-323			DATE			
CUSTOMER: Alaska Airlines Inc.		MCL 13,006 DTD				
CHANGE NO			MODEL 22-21	(#2) (Cor	nvair "880")	
TITLE Specificati ment Panel	on Administrative	Chan to Pa	ge (Revision r. 3.14.2)	to Pilots	s' Instru-	
ORIGIN Convair int	tiated		and the processing of the second			
, 1	o revise subject installation, and compass system swi	to in	dicate corre			
EFFECT	ON WEIGHT * *		EFFE	CT ON BALA	NCE '	
GUAR. WT. EMPTY	OPER. WT. EMPTY					
0	0			0	INCH LB.	
EFFECT ON GUARANTEED P	ERFORMANCE: *					
	None					
NEGLIGIBLE CHANGES WIL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CHA PRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPO ANGE IS DEPENDENT UPO	SAL	m. L	Clar	ton	
				ENGINEERING	APPROVAL	
LATEST DATE OF ACCEPTA	NCE:	AIRPL	ANES AFFECTED:			
SPECIAL PROVISIONS:		RECUR NON-RE TOTAL	T ON PRICE PER A RING: ECURRING:			
ACCEPTED:			dR, A DIVISION OF G			
BY:						
DATE						

Alaska Airlines Inc. Change No. 7

Title: Specification Administrative Change (Revision to Pilots'

Instrument Panel Illustration and to Par. 3.14.2)

Origin: Convair initiated

Reason for Change: To revise subject illustration to agree with

actual installation, and to indicate correct

location of compass system switches.

Description of Change:

Page 43a, PILOT'S AND COPILOT'S INSTRUMENT PANELS:

Replace above illustration in specification with Enclosure (A) which was revised to be in agreement with actual instrument installation.

Page 45, Paragraph 3.14.2 FLIGHT AND NAVIGATIONAL INSTRUMENTS - EQUIPMENT INTERCONNECTION AND DESCRIPTION:

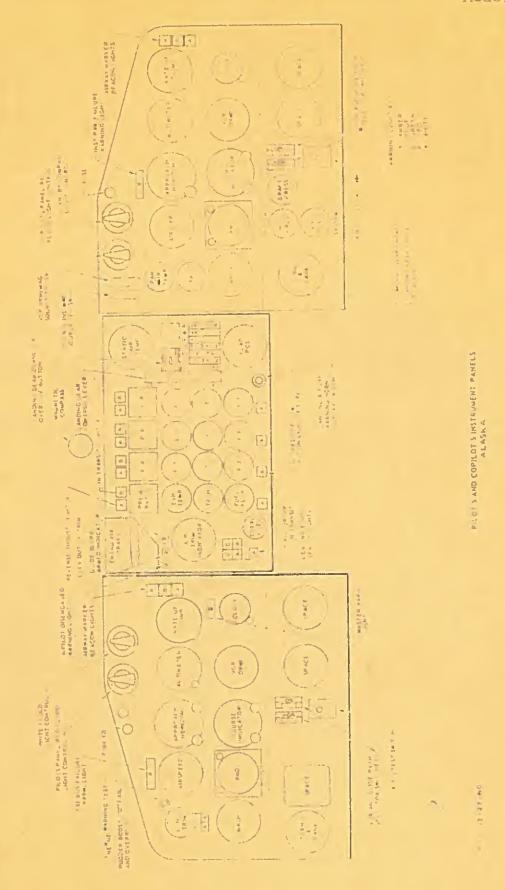
In the third line, change "center engine" to "copilot's"

Enclosure: (A) One copy Page 43a - PILOT'S AND COPILOT'S INSTRU-MENT PANELS (Revised)

Effect on Weight Empty: O

Effect on Balance: 0
Effect on Performance: None

.



A TYPER OF STREET DENAMICS CORPORATION SAY IF GO, EALIFORTHA

SPEC NO. ZD- 22-323		-	DATE:	
CUSTOMER Alaska Air	lines Inc.)	MCL 13,005 DTD	
CHANGE NO. 6			MODEL. 22-21 (#2) (Conv	vair "880
TITLE Specification	tion Administrative	e Char	nge (Revision to Engine	
ORIGIN Convair i	nitiated			
REASON FOR CHANGE: T	o specify the G. E ngines will be sup	. Eng	gine Specification under l.	which
· FFFECT (ON WEIGHT .		EFFECT ON BALANCE	4
GUAR, WT EMPTY	OPER, WT. EMPTY			
O	0		0	INCH LB.
EFFECT ON GUARANTEED F	PERFORMANCE: * None	F		
ASCEPTANCE OF THIS CH	L BE ACCUMULATED AND FUTURE CHANGE PROPOSE ANGE IS DEPENDENT UPOSE HE FOLLOWING CHANGES:	i i	Aleany 12/3/60 ENGINEERING AF	PPROVAL
2007		I		- NOTAL
LATEST DATE OF ACCEPTA	ANCE:	AIRPL	ANES AFFECTED:	
SPECIAL PROVISIONS		RECUR NON-RI	CT ON PRICE PER AIRPLANE: RRING: RECURRING: L:	
ACCEPTED		CONVA	AIR, A DIVISION OF GENERAL DYNAMIC	s corp.
81				
DATE				* =

Alaska Airlines Inc. Change No. 6

CONVAIR: SD

Title: Specification Administrative Change (Revision to Engine Speci-

fication)

Origin: Convair initiated

Reason for Change: To specify the G. E. Engine Specification under

which engines will be supplied.

Description of Change:

Page 2, Paragraph 2.2 ENGINE SPECIFICATION:

Revise the paragraph as follows:

From: "General Electric Engine Specification E-723h dated

1 September 1959 shall apply.'

To: "General Electric Engine Specification E-790 dated 11 July

1960 with Reverser Specification E-725e dated 11 July 1960 and Suppressor Specification E-731f dated 11 July 1960

shall apply."

Page 4, Paragraph 3.1.1.1 PERFORMANCE:

In the eighth line, change "CJ-905-3B" to "CJ-805-3B".

In the ninth line, change "E-723h, dated 1 September 1959" to "E-790, dated 11 July 1960".

Page A-1, APPENDIX I-A, CUSTOMER FURNISHED - CONVAIR INSTALLED:

Revise the following item under "POWER PLANT EQUIPMENT" as follows:

From: "4 Engine, Complete *(Dry) Gen. Electric CJ-805-3B 12980.0"

To: "4 Engine, Complete *(Dry) Gen. Electric CJ-805-3B 12,980.0"

Spec. No. E-790

dated 7-11-60

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

S AN DIE GO, CALIFORNIA

SPEC NO.: ZD-22-323			DATE:
CUSTOMER: Alaska A1:	rlines Inc.		MCL 13,004 DTD
CHANGE NO: 5			MODEL: 22-21 (#2) (Convair "880"
TITLE Specification to Paragraph		Change	(Addition of Static Inverter
ORIGIN Convair init	iated		
REASON FOR CHANGE: T	o specify that sta	atic i	nverter is being furnished
EFFECT	ON WEIGHT .		EFFECT ON BALANCE *
GUAF, WT. EMPTY O	OPER, WT, EMPTY		O INCH LB.
EFFECT ON GUARANTEED F	PERFORMANCE: * None		
NEGLIGIBLE CHANGES WIL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CH. PRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPO	SAL N	ENGINEERING APPROVAL
LATEST DATE OF ACCEPTA	NCE.	AIRPL	ANES AFFECTED:
SPECIAL PROVISIONS.		RECUR NON-RI	TON PRICE PER AIRPLANE: RING: ECURRING:
ACCEPTED:		CONVA	NR, A DIVISION OF GENERAL DYNAMICS CORP.
DATE			

Title:

Specification Administrative Change (Addition of Static

Inverter to Paragraph 3.16.2.4.1)

Origin: Convair initiated

Reason for Change:

To specify that static inverter is being

furnished

Description of Change:

Page 52, Paragraph 3.16.2.4.1 - POWER TRANSFER:

Add the following to the end of paragraph:

"A static inverter, connected to the battery, shall be provided for engine ground start when external a-c electrical power is not available".

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

A DIVISION OF DENERAL DYNAMICS CORPORATION SAN DIEGO, CA IFORNIA

SPEC NO. ZD-22-3		DATE:					
CUSTOMER. Alaska Air Lines			MCL 13,053 DTD				
CHANGE NO: 4			MODEL: _	22-21(#	‡ 2)	(Convai	lr "880"
TITLE Main System	Hydraulic Pumps, C	Change	to				
ORIGIN Convair init	iated	age on a					
REASON FOR CHANGE: P	roduct improvement	t					
EFFECT	ON WEIGHT .			EFFECT	ON B	ALANCE *	
GUAR, WT. EMPTY	OPER. WT. EMPTY						
+31.0 lbs	+31.0 lbs			+23,09	91	ا	NCH LB.
EFFECT ON GUARANTEED P	PERFORMANCE: * None						
NEGLIGIBLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CHAPRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPO	SAL	A	etter t	MEE	2 11/14/6 RING APP	
LATEST DATE OF ACCEPTA	NCE:	AIRPLA	NES AFFI	ECTED:			
SPECIAL PROVISIONS:		RECURE NON-RE	RING:	E PER AIRP		4	
ACCEPTED:		CONVAI	R, A DIVISI	ON OF GENE	RAL D	DYN AMICS C	ORP.
BY:							
DATE:						200 au	L- 35 643974

Alaska Air Lines Change No. 4

CONVAIR: SD

Title: Main System Hydraulic Pumps, Change to

Origin: Convair initiated

Reason for Change: Product improvement

Description of Change:

Page A-12, APPENDIX I-C, HYDRAULIC AND PNEUMATIC EQUIPMENT:

Revise the below item under "Description" as follows:

From: "4 Pump, Main System Ham. Standard"

(Variable Displacement

To: "4 Pump, Main System Vickers AS-61695-L-2

(Variable Displacement

Type)

Effect on Weight Empty: +31.0 lbs

Effect on Balance: +23091 in. lbs.

Effect on Performance: None

The following shall not appear in the Specification language:

The hydraulic pump will incorporate one electrical depressurization valve and one blocking valve. The bolt-on ports will be modified to suit the Model 22 installation, and the yoke blocked back to a 6 gpm rating in lieu of 10 gpm.

This proposal also deletes the four accumulators in the hydraulic return lines, since these accumulators are not required with the Vickers pump.

100 OF THERAL DYNAMICS TRPORATION

SPEC NO.: ZD- 22-323		DATE:			
CUSTOMER. Alaska Airlines Inc.		MCL 13,003 DTD			
CHANGE NO 3			MODEL: 22-21(2) (Convair "880")		
TITLE: Specification Ceiling Heigh	Administrative C	hange	(Clarification of Cabin		
ORIGIN: Convair initi	ated		•		
	clarify cabin cei	ling	in the area of the dropped		
EFFECT	ON WEIGHT *		EFFECT ON BALANCE		
GUAS, WT. EMPTY O	OPER, WT. EMPTY O		O INCH LB.		
EFFECT ON GUARANTEED F	ERFORMANCE: * None				
* NEGLIGIBLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CHA PRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPOS ANGE IS DEPENDENT UPO	SAL N	ENGINEERING APPROVAL		
LATEST DATE OF ACCEPTA	NCE:	AIRPL	ANES AFFECTED:		
RECURRING NON-RECUI		RRING:ECURRING.			
ACCEPTED BY		CONVA	AIR, A DIVISION OF GENERAL DYNAMICS CORP.		
DATE.					

Alaska Airlines Inc. Change No. 3

Title: Specification Administrative Change (Clarification of

Cabin Ceiling Height.

Origin: Convair initiated.

Reason for Change: To clarify cabin height in the area of the dropped

ceiling.

Description of Change:

Page 89, Paragraph 3.19.3.1.1 - PASSENGER COMPARTMENT:

Revise the last sentence to read as follows:

"The clear ceiling height in the main cabin shall be approximately 85 inches at the airplane centerline except in the area of the dropped ceiling which shall be approximately 78 inches".

Effect on Weight Empty: 0 Effect on Balance: 0 Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION SAN DIEGO, CALIFORNIA

SPEC NO. ZD- 22-323	•		DATE:		
CUSTOMER: Alaska Ai	rlines Inc.		MCL 13.00	1 DTD	
CHANGE NO 1			MODEL: 2	2-21(2) (Co	nvair '880
TITLE Openification 3.1 .0.3.4 a	n Administrative (Change Canel	(Revision	to Paragra	olı.
ORIGIN Convair init	1ated				, , , , , , , , , , , , , , , , , , ,
REASON FOR CHANGE:	o clarify the lat	tent o	T the spec	cification.	
FFFECT	ON WEIGHT *		E	FFECT ON BALA	NCE *
GUAR, WT, EMPTY	OPER, WT, EMPTY				
	. 6			Ó	INCH LB.
EFFECT ON GUARANTEED I	PERFORMANCE: *				
* NEGLIGIBLE CHANGES WILL TOTALS REFLECTED IN A ACCEPTANCE OF THIS CH PRIOR ACCEPTANCE OF T	FUTURE CHANGE PROPO ANGE IS DEPENDENT UPO	SAL	m	L. Cla	1 to
				ENGINEERING	APPROVAL
LATEST DATE OF ACCEPTA	NCE:	AIRPL	NES AFFECT	ED:	
SPECIAL PROVISIONS:		RECUR NON-RE	RING:	ER AIRPLANE:	
ACCEPTED		CONVA	R, A DIVISION	OF GENERAL DYNA	MICS CORP.
BY					
DATE				-	